



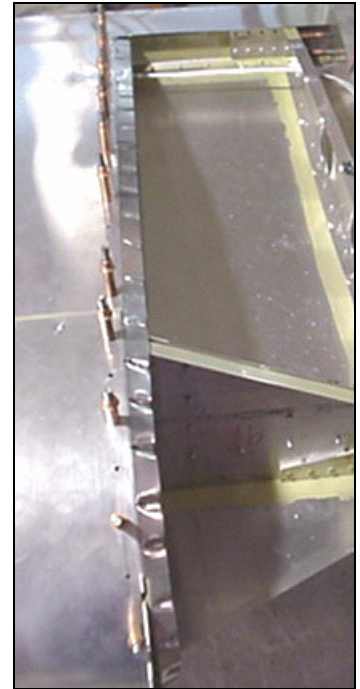
To prevent mis-drilling holes in ribs at station #1 hold the strip in place and mark the rivet hole. Remove the strip, drill the holes and replace it in the wing and Cleco.



7V9-3A Root Angle

Drill and Cleco the root angle to the ribs.

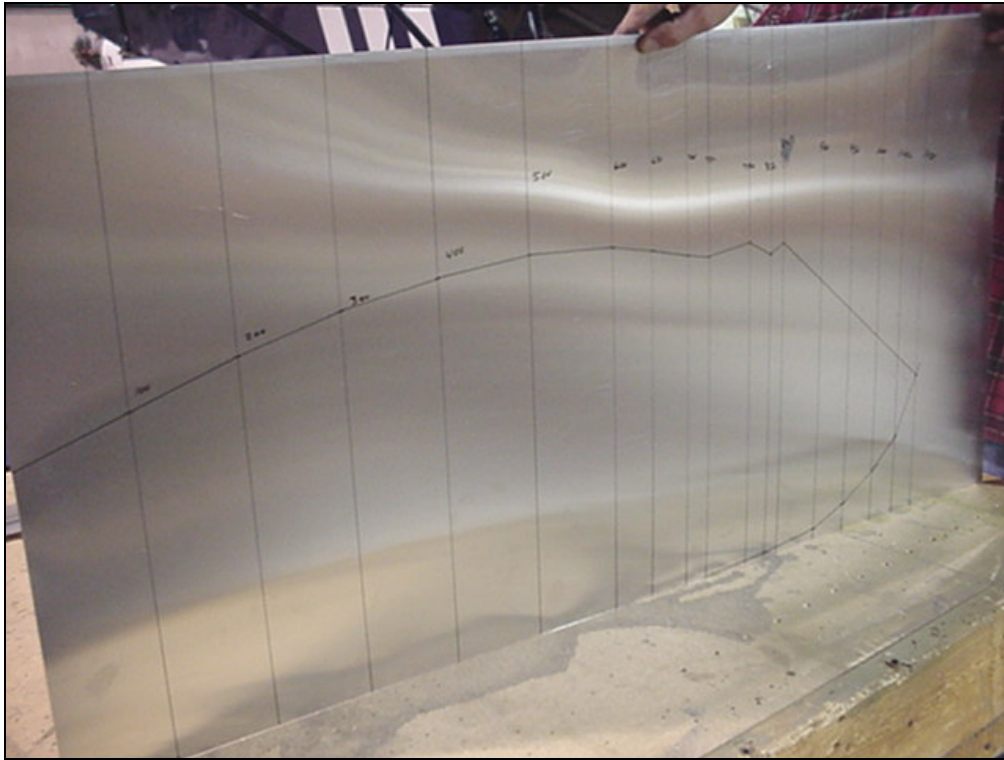




The rear part may need to be flattened more. This can be done by using your fingers and bending up.



7V9-3 Wing Root Top Skin



7V9-3 Wing Root Top Skin

Layout the coordinates for the wing root skin. At this time do not trim to size.



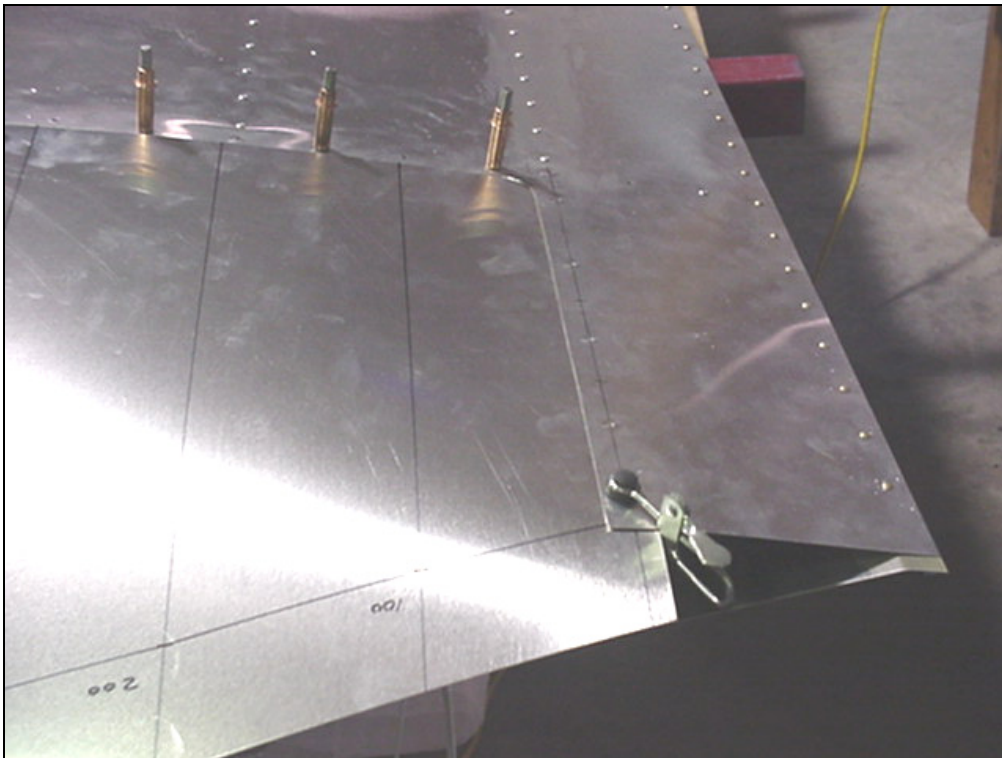
Mark the rivet line along through the root angle 7V9-3A





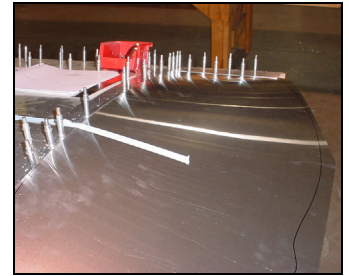
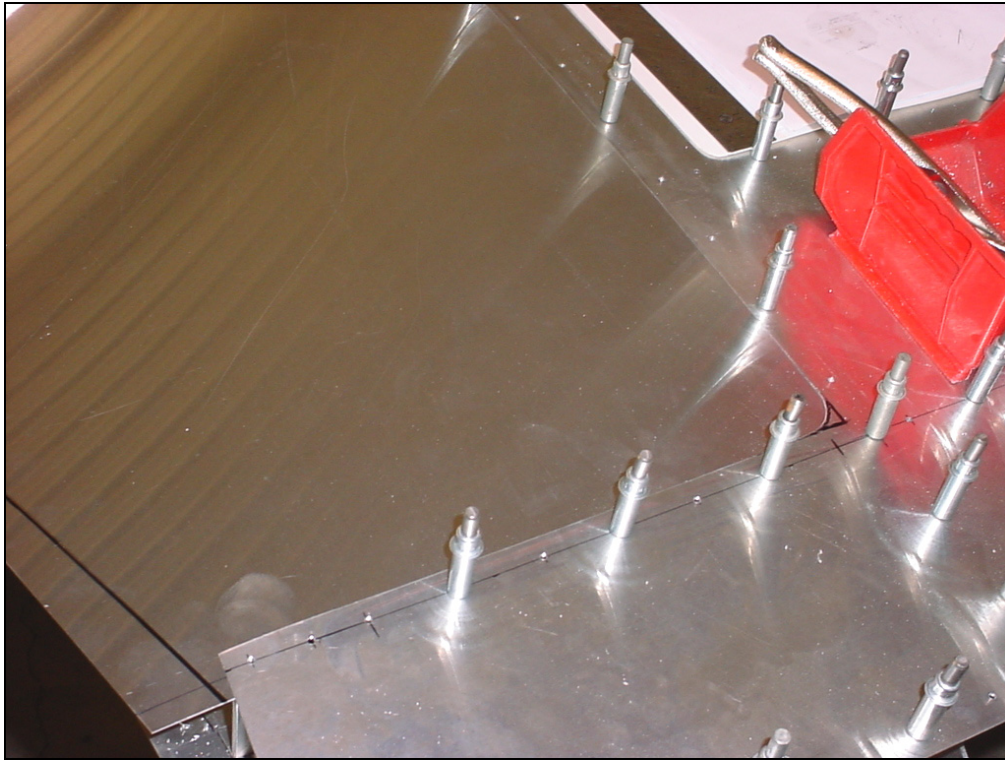
Pre-drill the rib flange with #40 pilot holes.

Layout the rivet line and rivet spacing in the top flange of the root rib 7V4-2



Lay the skin in position. The rear edge is to be flush with the rear surface of the rear channel. The skin is position under the wing top skin just for drilling, later will be on top.





Pices of tape to hold the skin in place.

Back drill and Cleco along the edge.

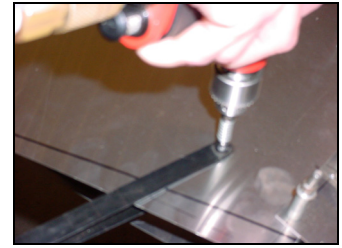


Tool:  
"Hole finder"  
STRAP DUPLICATORS  
(bushing type)  
P/N TPMM250-1 #40

US TOOL  
[www.ustool.com](http://www.ustool.com)

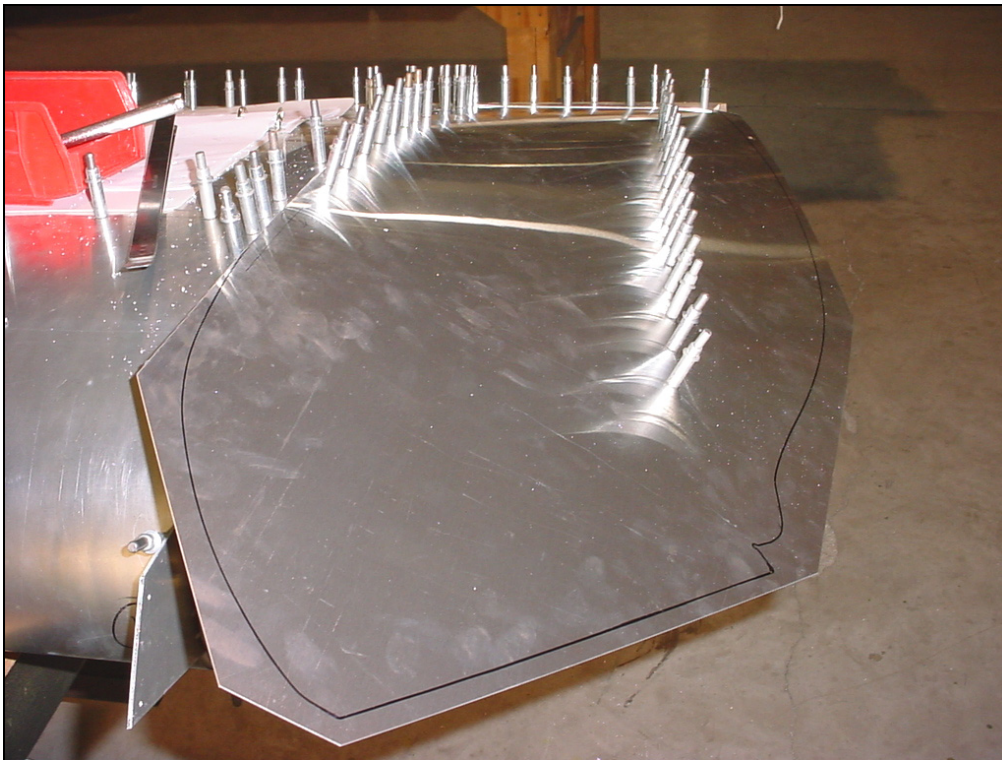
A Hole finder will be needed at this stage (#40).





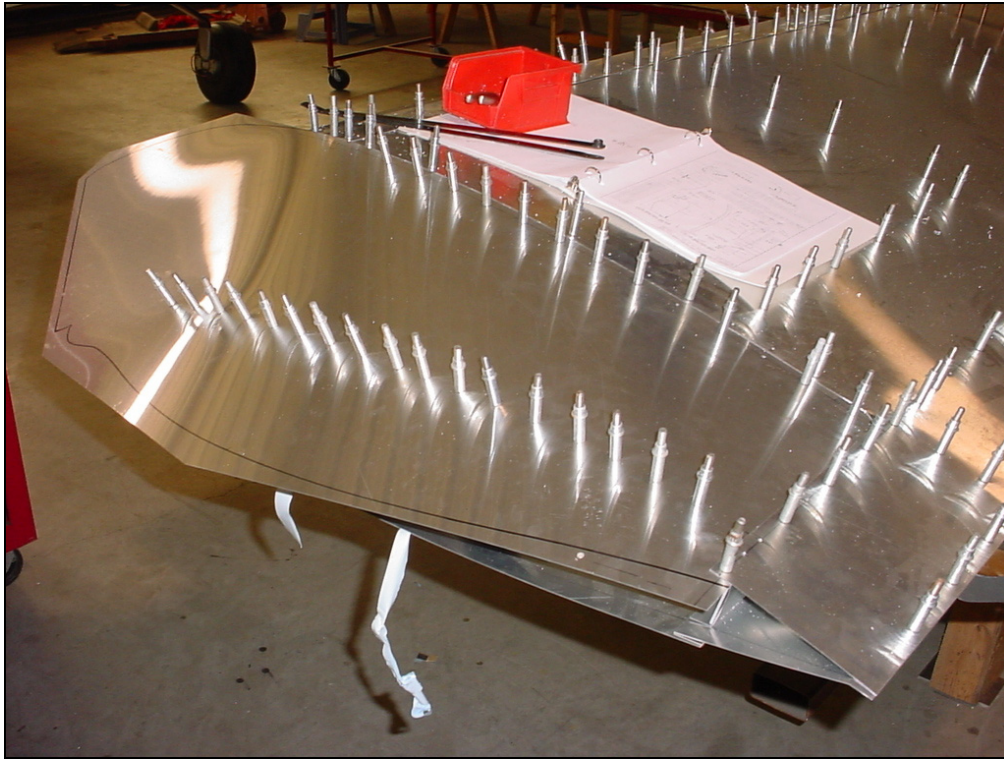
Drill through the hole finder.

Use the hold finder to drill the rivet line through the root rib 7V4-2  
Drill and Ceco every hole to prevent a buckle.

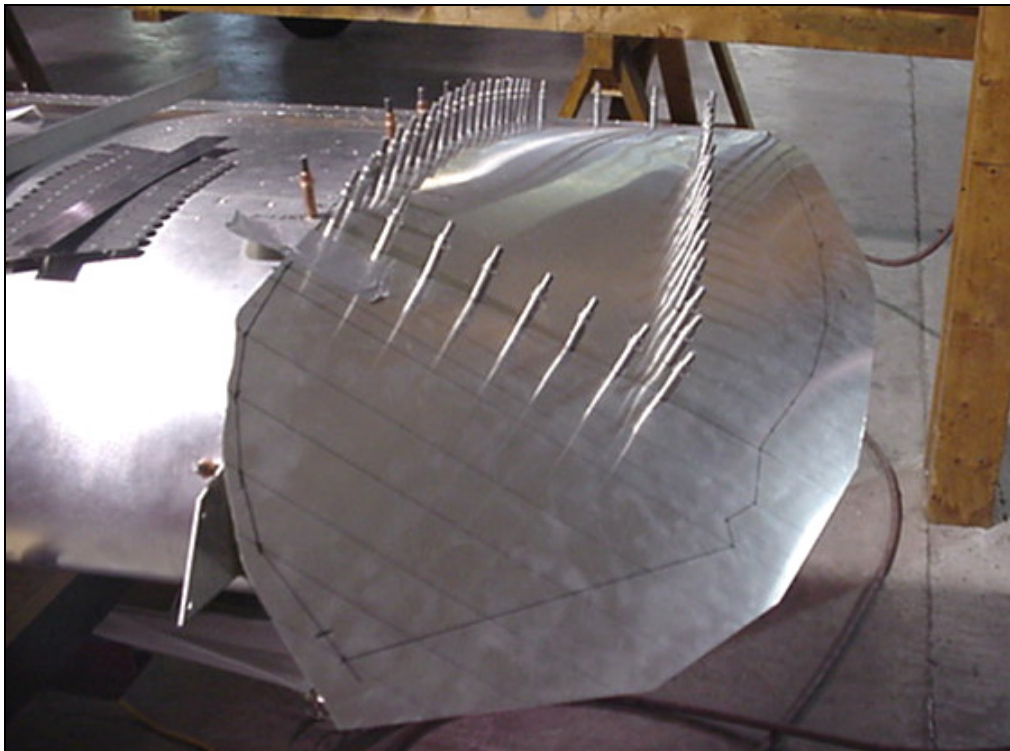


Wing root top skin 7V9-3 Cecoed to the root angle 7V9-3A and to the root rib 7V4-2.

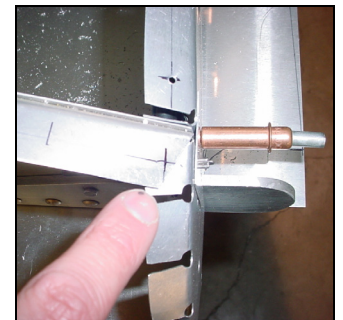




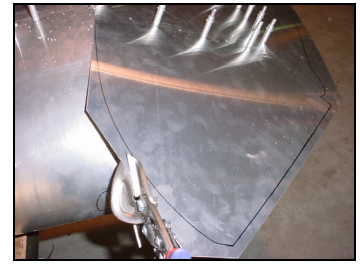
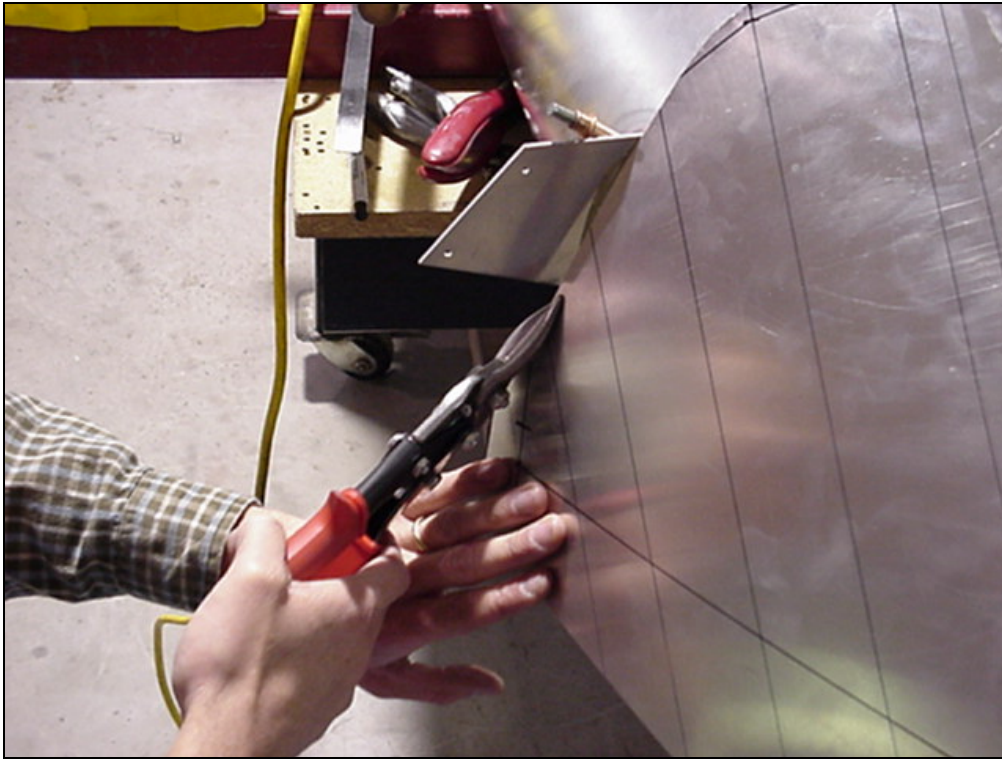
Top view of the root skin.



Drill the rivet line through the spar root doubler 7V3-2SP

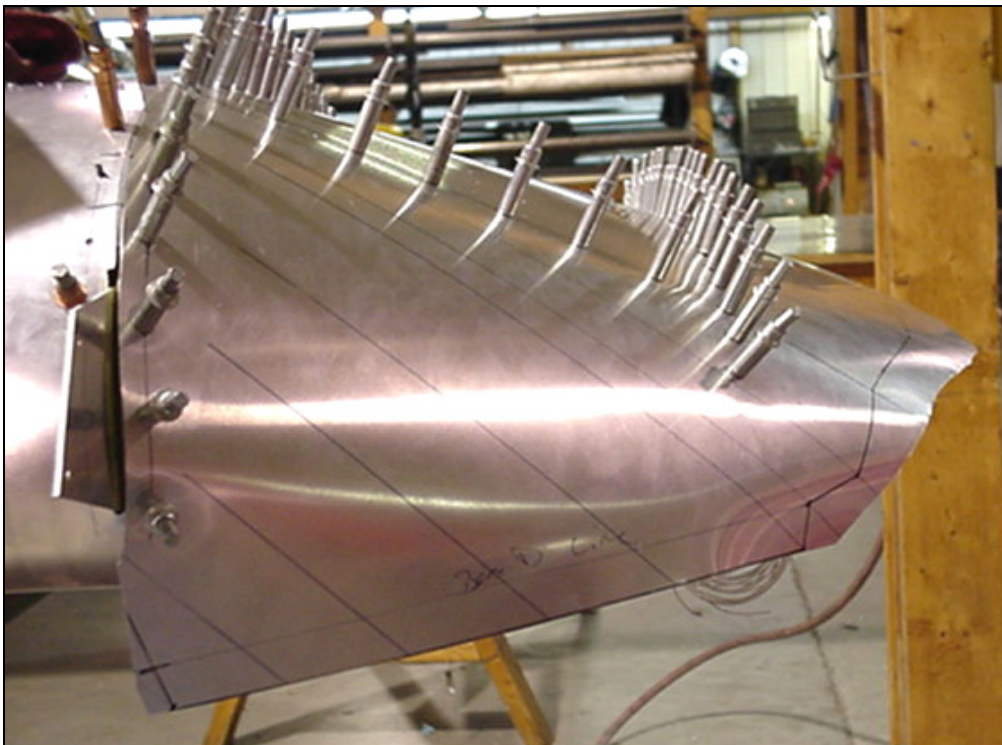


Detail of the intersection hole in the root nose rib 7V4-1 with the top flange of the spar root doubler 7V3-2SP



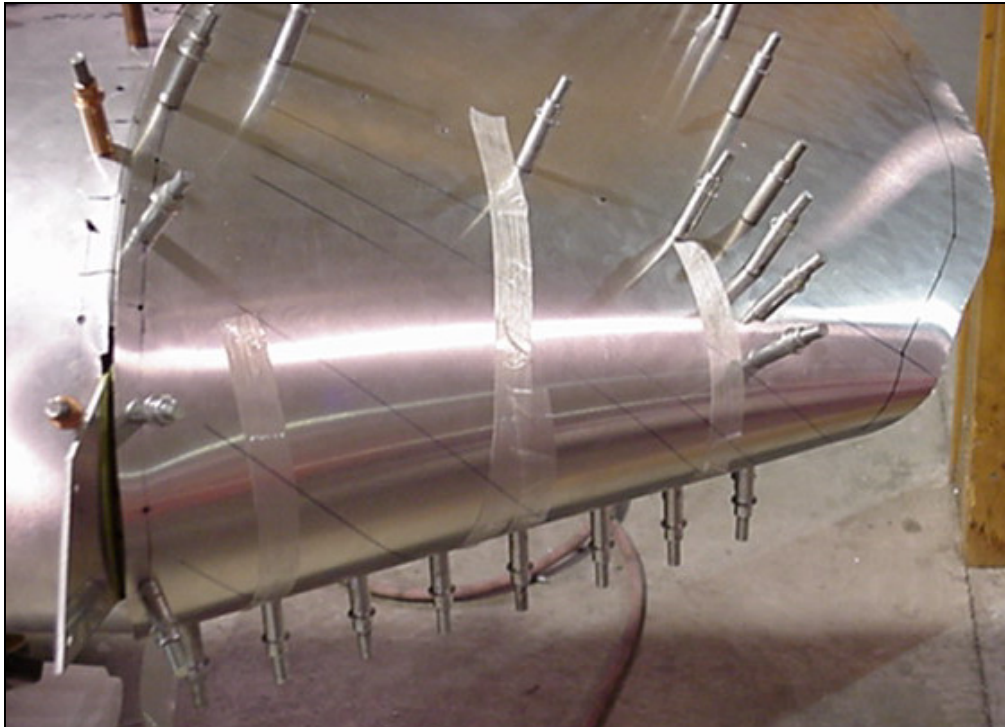
7V9-3 Wing Root Top Skin

Wrap the skin around and trim to nice fit.



When wrapping the skin make sure adequate contact is maintained on both the rib and station number one.





Masking tape is like a second pair of hands. At the very front the skin will have to bend crease. Using the edge of the table can do this.



Wrap and drill the nose skin in place.



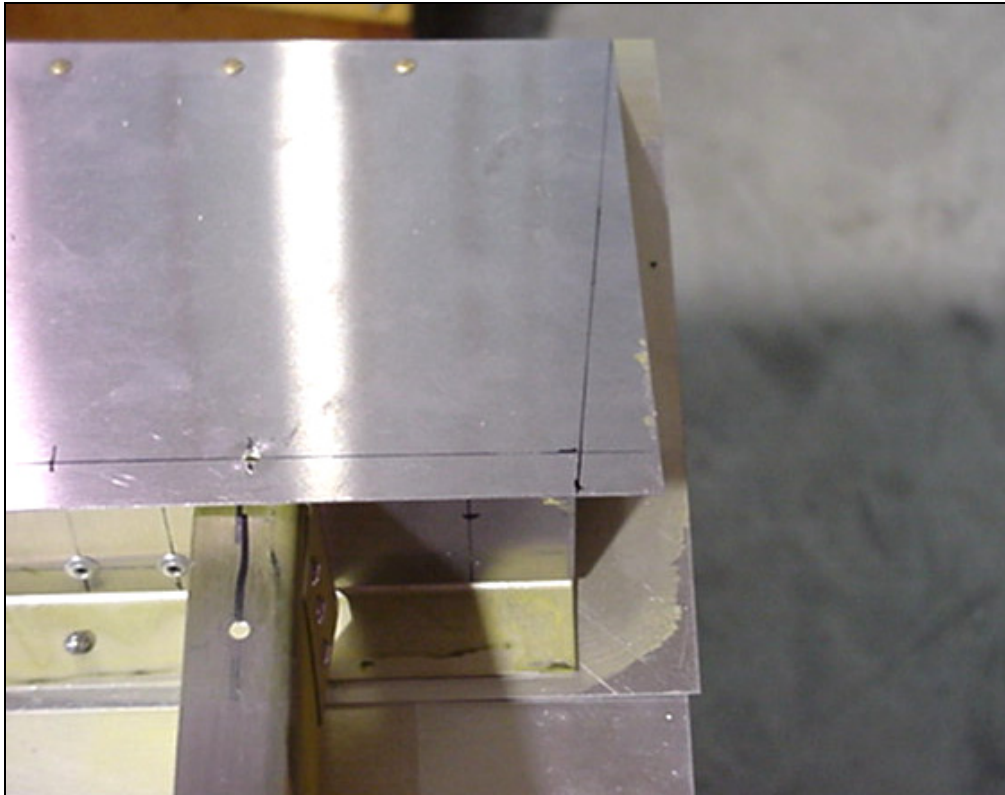


For a good overlap along the bottom, give the skin a bend.  
Position the skin over the workbench, use a board to help make an even bend line.

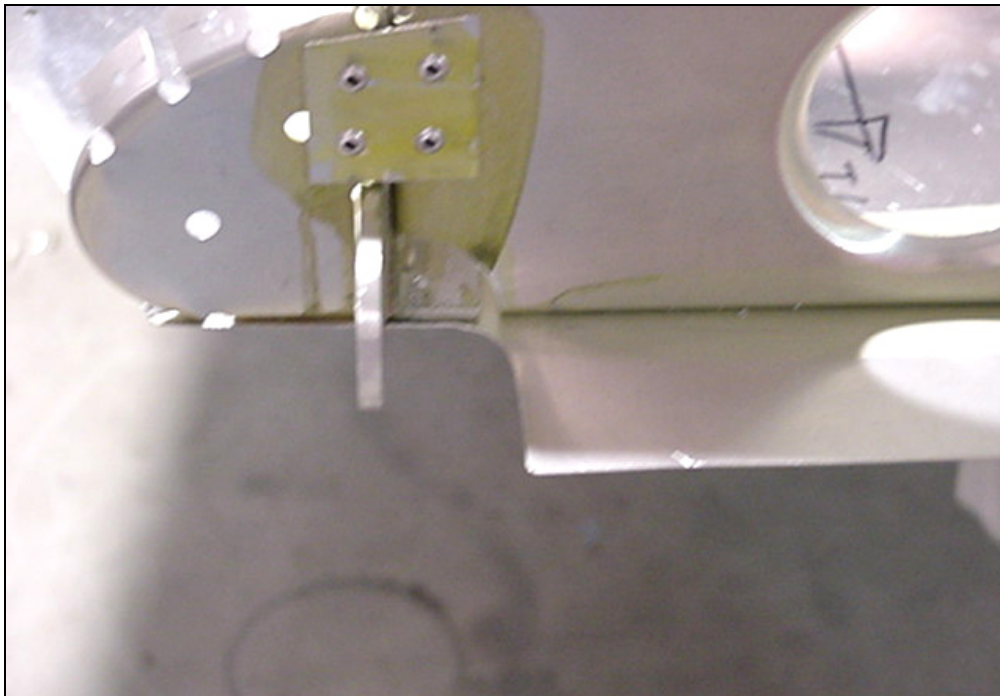


Drill and Cleco to the bottom skin 7V7-3



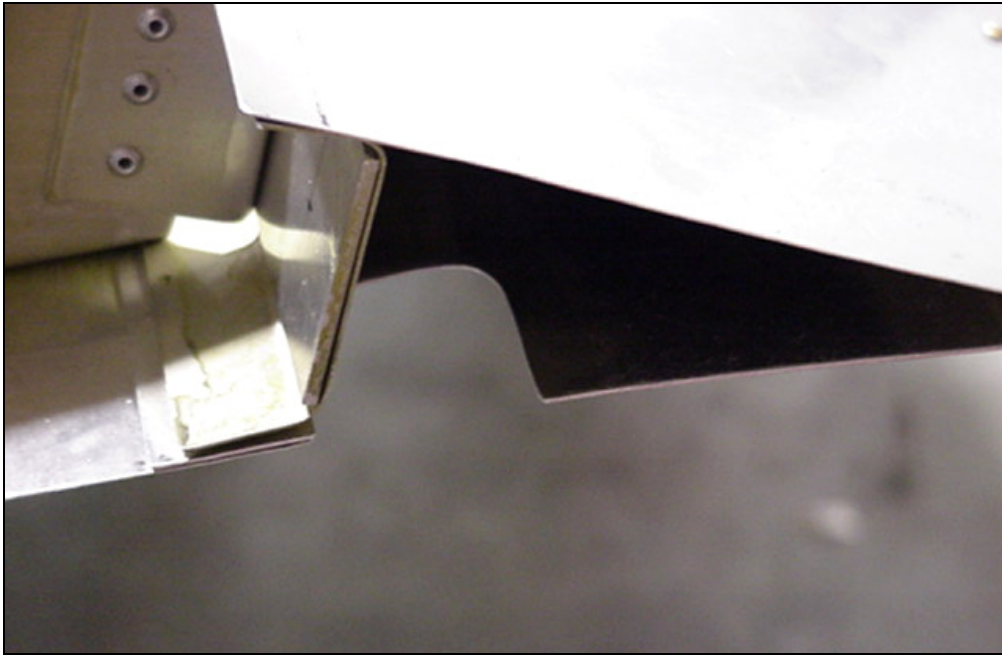


Trim the inboard end of the rear top skin 7V7-2.  
Line from the inboard end of the trailing edge to the inboard end of the channel 7V6-1.

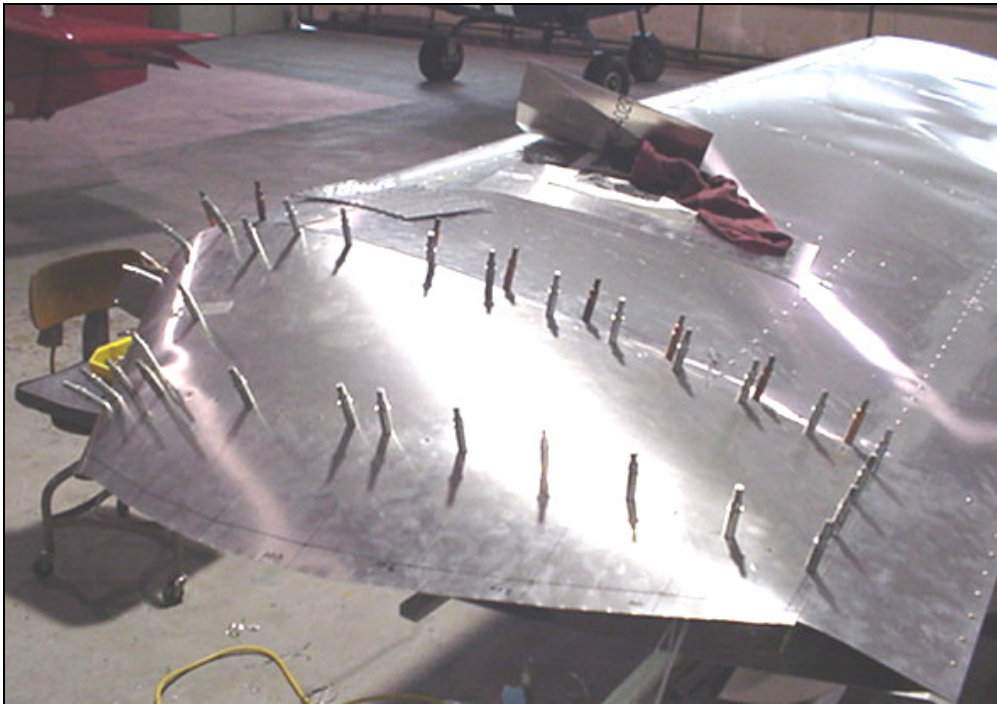


The Lower Rear Skin can be trimmed for the access to the wing spar bolts.





The Inboard Lower Trailing Edge (7V7-4) can be cut for access to the bolts.



Do not rivet the Wing Root Top Skin until the wing is mounted to the fuselage. Final trimming is done when the placed on the fuselage against the top glass for a nice tight fit.